

**LYNCHBURG CITY COUNCIL
Agenda Item Summary**

MEETING DATE: **August 10, 2004**

AGENDA ITEM NO.: 8

CONSENT:

REGULAR: **X**

CLOSED SESSION:
(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: Rezoning – 109 Delta Street, I-2, Light Industrial District to B-5, General Business District (Conditional).

RECOMMENDATION: Approval of the requested rezoning petition.

SUMMARY: Little Horse, LLC., is petitioning to rezone approximately 1 acre at 109 Delta Street from I-2, Light Industrial District to B-5, General Business District (Conditional) to allow the construction of a restaurant. The Planning Commission recommended approval of the rezoning because:

- Petition agrees with the *Comprehensive Plan* which recommends a Community Commercial use for the subject property.
- Petition agrees with the *Comprehensive Plan* which designates this area as a gateway to the City. The proposed rezoning is the “highest and best” use for the subject property.

PRIOR ACTION(S):

July 14, 2004: Planning Division recommended approval of the rezoning.
Planning Commission recommended approval 6-0 (with 1 member absent) of waiving the 21 day submittal requirement for proffers.
Planning Commission recommended approval 6-0 (with 1 member absent) of the rezoning with the following voluntarily submitted proffers:

1. The site shall be landscaped in substantial compliance with the Concept Landscape Plan (Sheet L-1).
2. Offsite improvements shall include curb and gutter along Delta Street from property corner to property corner (+/-100').
3. Permitted Uses: Primary, Hotel, Secondary, Restaurant.
4. Building height shall be restricted to a total of six (6) stories above finished grade.
5. Building façade (front and sides only) shall be constructed with masonry or concrete finish appearance (whether actual or simulated) similar in some fashion to the photo exhibits submitted.
6. Dumpster enclosure and service entrances shall be screened from view with either a landscape berm, screen wall or a combination of both.
7. All nonconforming structures and uses will be removed from the project site within twelve (12) months of the rezoning.
8. A concrete median will be constructed in the throat of Delta Street as determined by the City's Traffic Engineer. The costs of such improvements shall be the responsibility of the developer.
9. If improvements to the median opening in Wards Road (across from Delta Street) are needed as determined by the City's Traffic Engineer within two (2) years of opening of the hotel and or restaurant, the developer will contribute fifty percent (50%) of the costs of the needed improvements.

FISCAL IMPACT: N/A

CONTACT(S):

Rachel Flynn / 455-3902
Tom Martin / 455-3909

ATTACHMENT(S):

- Ordinance
- PC Report

- PC minutes
- Site Plan
- Photo Exhibits
- Speaker sign up sheet

REVIEWED BY: lkp

ORDINANCE

AN ORDINANCE CHANGING A CERTAIN AREA FROM I-2, LIGHT INDUSTRIAL DISTRICT TO B-5, GENERAL BUSINESS DISTRICT (CONDITIONAL).

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LYNCHBURG, that in order to promote the public necessity, convenience, general welfare, and good zoning practice that Chapter 35.1 of the Code of the City of Lynchburg, 1981, as amended, be and the same is hereby amended by adding thereto Section 35.1-76.____, which section shall read as follows:

Section 35.1-76.____. Change of a certain area from I-2 Light Industrial District to B-5, General Business District (Conditional).

The area embraced within the following boundaries . . .

Beginning at a point on the southern right of way line of Delta Street on the dividing line between the subject property being Tax Parcel 55551033 and the adjoining tax parcel being 55551040, thence S 52° 08' 05" E 266.81 feet to a point; thence S 29° 24' 23" W 169.23 feet to a point; thence N 51° 29' 46" W 254.71 feet to a point; thence along the right of way line of Delta Street, N 24° 56' 11" E 168.83 feet to the point of beginning, being 0.937 acre.

. . . is hereby changed from I-2 Light Industrial District to B-5, General Business District (Conditional), subject to the conditions setout hereinbelow which were voluntarily proffered in writing by the owner, namely: Charlotte and Frederick Lamonds, to wit:

1. The site shall be landscaped in substantial compliance with the Concept Landscape Plan (Sheet L-1).
2. Offsite improvements shall include curb and gutter along Delta Street from property corner to property corner (+/-100').
3. Permitted Uses: Primary, Hotel, Secondary, Restaurant.
4. Building height shall be restricted to a total of six (6) stories above finished grade.
5. Building façade (front and sides only) shall be constructed with masonry or concrete finish appearance (whether actual or simulated) similar in some fashion to the photo exhibits submitted.
6. Dumpster enclosure and service entrances shall be screened from view with either a landscape berm, screen wall or a combination of both.
7. All nonconforming structures and uses will be removed from the project site within twelve (12) months of the rezoning.
8. A concrete median will be constructed in the throat of Delta Street as determined by the City's Traffic Engineer. The costs of such improvements shall be the responsibility of the developer.
9. If improvements to the median opening in Wards Road (across from Delta Street) are needed as determined by the City's Traffic Engineer within two (2) years of opening of the hotel and or restaurant, the developer will contribute fifty percent (50%) of the costs of the needed improvements.

And the Director of Community Planning and Development shall forthwith cause the “Official Zoning Map of Lynchburg, Virginia” referred to in Section 35.1-4 of this chapter to be amended in accordance therewith.

Adopted:

Certified:

Clerk of Council

The Department of Community Planning & Development
City Hall, Lynchburg, VA 24504 434-455-3900

To: Planning Commission
From: Planning Division
Date: July 14, 2004
Re: REZONING: 109 Delta Street, I-2, Light Industrial District to B-5, General Business District (Conditional)

I. PETITIONER

Mr. David. N. Blanks & Mr. Bruce Johnson, Little Horse, LLC, 725 Church St., Lynchburg, Virginia 24504
Representatives: Mr. David N. Blanks & Mr. Bruce Johnson, Little Horse, LLC, 725 Church St., Lynchburg, VA 24504

II. LOCATION

The subject property is a tract of approximately one (1) acre located at 109 Delta Street.
Property Owner: Charlotte & Frederick Lamonds, 1326 Suburban Road, Lynchburg, VA 24501.

III. PURPOSE

The purpose of the petition is to rezone approximately one (1) acre at 109 Delta Street from I-2, Light Industrial District to B-5, General Business District (Conditional) to allow the use of the property as a restaurant.

IV. SUMMARY

- Petition agrees with the Comprehensive Plan which recommends a Community Commercial use for the subject property.
- Petition agrees with the Zoning Ordinance in that restaurants are a permitted use in a B-5, General Business District.

The Planning Division recommends approval of the rezoning petition.

V. FINDINGS OF FACT

1. **Comprehensive Plan.** The Lynchburg *Comprehensive Plan* recommends a Community Commercial use for the subject property. Community Commercial areas are intended for retail, personal service, entertainment and restaurant uses that draw from the entire City. Other uses are permitted provided that traffic and other impacts to the community are mitigated.
2. **Zoning.** The subject property was annexed into the City in 1976. The I-2, Light Industrial District Zoning was established at that time.
3. **Proffers.** The petitioner voluntarily submitted the following proffers with the rezoning application:
 - The site shall be landscaped in substantial compliance with the Concept Landscape Plan (Sheet C-2).
 - Offsite improvements shall include the following:
 - a. Curb and gutter along Delta Street from property corner to property corner (≈/-100')
 - Permitted uses:
 - a. Primary: Restaurant
 - b. Secondary: Hotel
 - Building elevation and type of construction:
 - a. Building height shall be restricted to a total of six (6) stories above finished grade.
 - b. Building façade (front & sides only) shall be constructed with masonry or concrete treated finish appearance (whether actual or simulated) similar in some fashion to the photo exhibits submitted.
 - Dumpster enclosure and service entrances shall be screened from view with either a landscape berm, screen wall or a combination of both.

- Request a period of up to twelve (12) months following rezoning for removal of all nonconforming vehicles and uses from the project site.
4. **Board of Zoning Appeals (BZA).** The Zoning Official has determined that no variances will be needed for the development of the property as proposed.
 5. **Previous Actions.** The following items in the immediate area have required City Council approval:
 - On December 8, 1992 the City Council approved the rezoning petition of George A. & Sue Cox from I-2, Light Industrial District to B-5, General Business District (Conditional) at 121 Delta St.
 - On December 14, 1993 the City Council approved the rezoning petition of Charleston Trading Company from I-2, Light Industrial District to B-5, General Business District (Conditional) at 4009–4013 Wards Rd.
 - On January 26, 1999 the City Council approved the rezoning petition of Faison/Trammel Crow from R-3, Two-Family Residential District, R-4, Multi-Family Residential District, R-5, Multi-Family Residential District and B-5, General Business District to B-5, General Business District (Conditional) at Wards Rd. and Atlanta Ave.
 - On January 26, 1999 the City Council approved the Conditional Use Permit request of Faison/Trammel Crow to allow fill in the flood plain at Wards Rd. and Atlanta Ave.
 6. **Site Description.** The subject property is bounded to the north, south and west by commercial uses and to the east across Norfolk-Southern Railway by an Institutional use (Liberty University).
 7. **Proposed Use of Property.** The purpose of the rezoning is to allow the construction of a restaurant and associated parking areas.
 8. **Traffic and Parking.** The City Traffic Engineer is concerned that the traffic volume generated from a restaurant use will exceed the capacity of Delta St. and will result in unsafe conditions at the intersection of Delta St. and Wards Rd. For these reasons the City Traffic Engineer and the Planning Division requested that a traffic study be submitted.

A traffic study has been submitted and reviewed by the City's Traffic Engineer. Based upon the study the City Traffic Engineer recommends the following:

- a. A concrete median should be constructed at the throat of Delta Street to help channel traffic. The median should be at least three (3) feet wide to accommodate landscaping.
- b. The City will monitor the median opening on Wards Road after the development is constructed to determine if "U-Turns" should be prohibited at the crossover.
- c. The City will monitor the median opening on Wards Road after the development is constructed to determine if the crossover should be channeled or closed.

Section 35.1-25, Off-street parking and loading, of the Zoning Ordinance requires that one (1) parking space for each three (3) seats in the restaurant plus one (1) space for every three (3) employees on duty at one time be provided. The submitted site plan indicates a one hundred eighty-five (185) seat restaurant with fifteen (15) employees. A total of sixty-seven (67) parking spaces would be required and sixty-nine (69) parking spaces are proposed.

9. **Stormwater Management.** A stormwater management plan will be required for the building and parking additions because disturbed areas will exceed 1,000 square feet. Storm water management will be addressed by either a surface retention basin or underground detention system.
10. **Impact.** The petition proposes to rezone the property from I-2, Light Industrial District and B-5, General Business District (Conditional) to allow the construction of a restaurant.

The subject property is located at a major gateway into the City from U.S. Route 460. The *Comprehensive Plan* states that "for each gateway the City should work in partnership with VDOT and property owners to identify opportunities for landscape improvements, entry signs, and potential improvements to surrounding properties, as well as a long-term maintenance plan."

The proposed rezoning of 109 Delta Street to allow the construction of a restaurant and the pending rezoning of 113, 121, & 125 Delta Street to allow the construction of a hotel will be an improvement for this

gateway into the City. Rezoning decisions should be based on the “highest and best” use for the property and the Future Land Use Map. The evolution of the Wards Road corridor into a major retail area and the relatively small acreage of the parcel do not make it feasible for industrial uses. The proposed rezoning is in compliance with the Future Land Use Map.

11. **Technical Review Committee.** The Technical Review Committee (TRC) reviewed the preliminary site plan on June 22, 2004. Comments were minor in nature and have or will be addressed by the developer prior to final site plan approval.
-

VI. PLANNING DIVISION RECOMMENDATION

Based on the preceding Findings of Fact, the Planning Commission recommends approval of the rezoning of 109 Delta Street from I-2, Light Industrial District to B-5, General Business District (Conditional) with the voluntarily submitted proffers.

This matter is respectfully offered for your consideration.

William T. Martin, AICP
City Planner

pc: Mr. L. Kimball Payne, III, City Manager
Mr. Walter C. Erwin, City Attorney
Ms. Rachel O. Flynn, Director of Community Planning & Development
Mr. Bruce A. McNabb, Director of Public Works
Mr. R. Douglas DeJarnette, Fire Marshal
Ms. Judith C. Wiegand, Senior Planner
Mr. J. Lee Newland, Director of Engineering
Mr. Gerry L. Harter, Traffic Engineer
Mr. Robert Drane, Building Commissioner
Mr. Arthur L. Tolley, Zoning Official
Mr. Robert S. Fowler, Zoning Official
Mr. Kent White, Environmental Planner
Mr. David N. Blanks, Little Horse, LLC., Petitioner
Mr. W. Thomas Austin, P.E., Representative

VII. ATTACHMENTS

1. **Vicinity Zoning Pattern**
(see attached map)
2. **Vicinity Proposed Land Use**
(see attached map)
3. **Site Plan**
(see attached site plans)
4. **Photos**
(see attached photos)
5. **Narrative**
(see attached narrative)

MINUTES FROM THE JULY 14 PLANNING COMMISSION MEETING

Petition of Little Horse LLC, to rezone approximately 1 acre located at 109 Delta Street from I-2, Light Industrial District to B-5, General Business District (Conditional) to allow the construction of a restaurant.

Mr. Martin told the Commissioners that the petition as proposed was in compliance with the Comprehensive Plan, which recommended a Community Commercial use for this area, and added that restaurants were an appropriate use in these districts. He said the primary concern with this petition was related to traffic. He said a traffic study was submitted by the petitioner and had been reviewed by the City's Traffic Engineer. Based upon the study, he continued, the Traffic Engineer recommended that a concrete median be constructed at the throat of Delta Street to help channel traffic, and also recommend that the median opening in Wards Road be monitored to determine if "U" turns should be eliminated and if the cross-over should be channeled or closed. He said the Planning Division also suggested that a common entrance be shared between the proposed restaurant and the proposed hotel. Mr. Martin expressed that the Planning Division did concur with recommendations of the City's Traffic Engineer, but pointed out that the construction of the needed street improvements was not included in the voluntarily submitted proffers. He said if the Planning Commission wished to accept new proffers at this meeting, they would need to waive the 21-day submittal requirement.

Mr. Norris Blanks, Little Horse, LLC, addressed the Commission saying that this particular lot at 109 Delta Street was .93 of an acre. He said when they came before the Planning Commission earlier this year for the rezoning of the adjacent land for a hotel they had some concerns that the Industrial zoned lot was being used for a car repair business and was cluttered with work sheds. He continued by saying that he and his business associate approached the owners of the adjacent property and reached a purchase agreement with them. After assessing the demand for the area, Mr. Blanks added, they thought the most appropriate use for the site would be a restaurant similar to Bob Evans or Golden Corral, or a hotel. He said Mr. Martin suggested that the façade of the proposed restaurant be a brick, which they had no objection to. He told the Commissioners that they were mindful that this was a gateway into the City and did not want to cheapen what was there. Mr. Blanks said they did not have an agreement nor had they entered into negotiations with any restaurant at this time.

Commissioner Bacon said the last time the petitioners were at the meeting they made mention that they had not spoken to their neighbors, Bob Evans and Golden Corral. She asked at this time if they had spoken to the neighbors, and wondered if the neighbors had any objection to a potential restaurant.

Mr. Blanks said they had spoken to the adjoining neighbors concerning the traffic situation. He said they had also spoken to Bob Evans and they welcomed another restaurant near them. He added that he thought the attitude in the restaurant industry was that the more restaurants in one location brought in more business.

Commissioner Worthington said it seemed that there was a proposal, but nothing could be built until a tenant was determined. He said typically when the Commission considered zoning requests, they knew what they were dealing with and what to expect. He said he assumed that a structure would not be built without having a tenant. Commissioner Worthington asked if they were in a contract to purchase the land from the current owners subject to getting the property rezoned.

Mr. Blanks said he wished it was a more simple process, and added that their proposed restaurant would be in keeping with other restaurants in the area. He said the people they had spoken to about opening a restaurant at this site suggested that they contact them after the site was rezoned. He said they were aware that what ever they built would have to be approved by the City before it was constructed.

Commissioner Pulliam asked Mr. Harter to elaborate on his concerns with the traffic.

Mr. Harter said the City had concerns about traffic and the number of gaps which would allow people to make left turns in and left turns out of the site, so the developer was asked to do a traffic study on Delta Street. He said the study showed that there were approximately 77 total gaps of at least 8 seconds or more, which is the amount of time it takes a person to complete the act of driving a car through the intersection. He explained that during the p.m. peak hours, 75 people were trying to make left turns into the site while 26 people were trying to make left turns out of the site. So, Mr. Harter continued, there were over 100 cars competing for 77 gaps of 8 seconds or more, and added that if there were not enough gaps in traffic, people would begin making turns that were dangerous. He added that the gaps were more frequent in the a.m. peak hours.

Mr. Harter explained that another request was to make a directional median. He said a restrictive median would not only affect the applicant, but also Bob Evans, Golden Corral, and R.B. Taylor. He explained that he did not want to restrict the median in the beginning on a speculation that it might be bad in the future. Mr. Harter added that the odds were that in the future the opening would have to be made restrictive. In four or five years, he continued, the City would get complaints forcing the City to make the intersection restrictive at that time.

Mr. Harter told the Commission that in his letter to the petitioner, he requested that the City look at the intersection again in the future because the Rt. 29 By-pass would be opening soon, and the theory was that a significant amount of traffic would be removed from this portion of Rt. 29. However, he said, the opening of the new by-pass might initially take some traffic off the road, but after a year or two, the traffic count would back up to the previous volume.

Commissioner Hamilton asked if in the future the City would have to require the petitioner to cover the costs in 3, 4, or 5 years.

Mr. Harter explained that in a previous conversation with the Commission Chair, Chair Dahlgren had suggested a two year time period, and Mr. Harter agreed with him. He said the two years would probably give the City enough time after the Rt. 29 By-pass was open to get the volume on Rt. 29 back up again. He noted that the two years would probably be enough time to make an assessment and decide if traffic was an issue. However, Mr. Harter said, he would leave it up to the Planning Commission as to whether they want to go any farther out than two years.

Commissioner Echols asked about emergency vehicles accessing the site.

Mr. Harter said it would be hard to get a large pumper truck through a directional intersection as the radius would be too tight, but most other emergency vehicles could get through the median with no problem.

Mr. Harter said the other recommendation from the traffic study was that "U" turns would probably have to be eliminated or minimized at that intersection. He added that this elimination would force vehicles to make a left turn into the shopping center at the signaled intersection at Wards Road and Atlanta Avenue. He said the study also recommended a concrete barrier to eliminate traffic coming in at an odd angle, so the City asked that the barrier be landscaped, which would result in the barrier being approximately four feet in width.

Co-Chair Flint read Chair Dahlgren's comments stating he was glad the petitioner had committed to limiting the use of the property as a restaurant with a hotel as an alternative use. In Chair Dahlgren's e-mail he suggested that the construction of the building be of brick, and wrote that he had concerns with the traffic impact to the area. Additionally, he suggested, the petitioner should commit to a 50% share of any expense to make improvements to the traffic situation.

Commissioner Worthington asked Mr. Blanks if he was agreeable with Chair Dahlgren's proposal to share the cost of improving the traffic situation.

Mr. Blanks responded by saying that they understood the situation.

Commissioner Pulliam asked if they would be supporting a restaurant or a hotel, or both.

Mr. Blanks said it would be a restaurant with a hotel use. Then, he added, on the adjoining site, the proposal was for a hotel and a restaurant. He said they had met with one hotel group and they were interested in having a hotel with a restaurant, so they would cover both sites. He said they felt the area was simpatico with a hotel and restaurant for that use. Mr. Blanks said at this time they did not know if, or which, or either would be built, and added that on this particular site they were planning on a restaurant.

Commissioner Echols said the City might like something more definite.

Mr. Blanks said their proposal was for a hotel or restaurant, with their prime target being a restaurant. He added that if they needed to do any reconfiguring, it might be that a restaurant area would stretch a little on to the site of the proposed hotel next door.

Commissioner Pulliam said he did not have any opposition to a restaurant in that area. However, he said, it was hard for him to support something without seeing the plan for a specific restaurant and know what it would look like.

Mr. Blanks said they were supporting a hotel of a particular standard and a restaurant building, which would be very similar to the surrounding restaurants. He said the building would be of a brick construction. At this time, he continued, they did not know who the main operator would be or the name of the restaurant.

Co-Chair Flint explained that the B-5 Zoning with conditions would eliminate everything possible that could be constructed in that area except a hotel or restaurant, with all other uses being null and void.

Commissioner Hamilton said they had agreed to do significant landscaping and install a monument sign to keep consistent with other businesses on Wards Road since this was a gateway into the City.

Mr. Blanks said yes, they would keep in mind aesthetics.

Commissioner Echols asked if the train would be a problem for a hotel in that location. He added that he would be prepared to support a restaurant or a hotel, but not either.

Mr. Blanks said many hotels are on major intersections, interchanges, bypasses, or near train tracks. He added that in his opinion this was the highest and best use of this land, and with the Conditions placed on their request, they were the only two uses they could apply to this site. He said usually B-5 zoning allowed many, many uses, but they were limiting the scope of what they could do in those two use groups.

Commissioner Bacon asked if it would be better to have one piece of land and request a hotel and/or a restaurant on the property.

Mr. Martin said the reason they were separate was because they were submitted and advertised at two different times, which was why they are being acted upon separately. He said the proffers were almost identical, and added that in terms of the zoning it would be almost identical.

Co-Chair Flint asked Mr. Blanks if they were willing to proffer the 50 percent shared cost for roadwork after a two-year time period.

Mr. Blanks said they agreed with that.

Mr. Martin told Mr. Blanks that if they were in agreement with sharing the cost of roadwork 50/50 with the City, and if they were willing to install the concrete median at the intersection, they would need to submit proffers at this meeting with original signatures in order to vote on waiving the 21-day submittal deadline.

Mr. Blanks said that they were in agreement and signed a statement with the proffers attached.

Commissioner Worthington made the following motion, which was seconded by Commissioner Hamilton and passed by the following vote:

“That the Planning Commission waive the 21-day submittal requirement of Section 35.1-43.1 of the Zoning Ordinance to accept proffers submitted by Little Horse, LLC, to rezone approximately 1 acre located at 109 Delta Street from I-2, Light Industrial District to B-5, General Business District (Conditional) to allow the construction of a restaurant.”

AYES:	Bacon, Echols, Flint, Hamilton, Pulliam, Worthington	6
NOES:		0
ABSTENTIONS:		0

Commissioner Hamilton made the following motion, which was seconded by Commissioner Worthington and passed by the following vote:

“That the Planning Commission recommends to the City Council approval of the petition of Little Horse LLC, to rezone approximately 1 acre located at 109 Delta Street from I-2, Light Industrial District to B-5, General Business District (Conditional) to allow the construction of a restaurant

AYES:	Bacon, Echols, Flint, Hamilton, Pulliam, Worthington	6
NOES:		0
ABSTENTIONS:		0

LYNCHBURG (1)

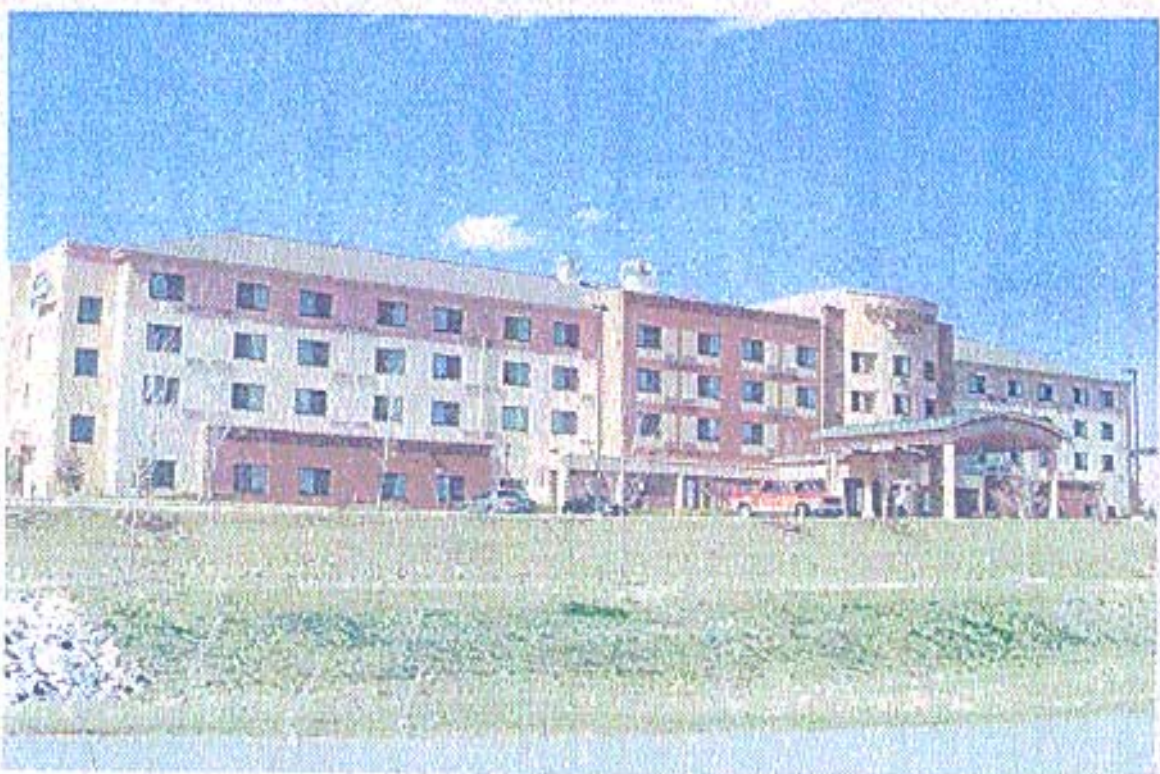


2



LYNCHBURG (2)

ROANOKE (1)



ROANOKE (2)

ROANOKE (5)



Project Narrative and Justification

Rezoning of 109 Delta Street Lynchburg, VA Case REZ0406- June 7, 2004

The subject land, which is strategically situated adjacent Wards Crossing Precinct, has now become one of the gateway pillars into greater Lynchburg. This situation has occurred subsequent the evolutionary area growth over the preceding decade and the creation of the U.S. Route 29/460 interchange.

The current zoning, I-2, is perhaps now redundant and undesirable considering the current historical development path of this corridor over the past five - ten years. I-2 zoning may have suited a much earlier trajectory development course, but now, argument could be made condemning I-2 zoning as a relic of an earlier use profile.

As the site stands, overlooking Route 29 and Wards Crossing retail area, its very location is now systemic with retail and service orientated uses. Most complementary adjacent sites are now largely populated with retail and service use groups. The soft entry approach via Delta Street, which terminates at the site, affords a more passive ingress/egress status for potential customers as opposed to a direct Route 29 entry.

In our opinion the site is ideal for hotel development, retail, office, restaurant, service, and professional use groups.

The request for rezoning is tendered pursuant the possibility that a regional style hotel development, similar to the better quality hotels already existent within the Greater Lynchburg area, will be built, or a restaurant.

This location would offer travelers and visitors a facility close to Wards Crossing, Liberty University, Lynchburg Airport and the main intersection of U.S. Rte 29 / Rte 460.

Presently there is no modern hotel establishment in the vicinity of this site, therefore the facility proposed would be an economic, business and attraction enhancement for the area.

Speaker Sign Up

NAME _____

ADDRESS

PHONE #

IN FAVOR

IN OPPOSITION

NEUTRAL

BRUCE JOHNSON

517 Washington

845-3011

7

Norrie Evans

NO5 WASH ST

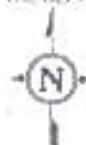
202
415-9495

☒

LITTLE HORSE LLC RESTAURANT

109 Delta Street
Hazardous from 1.2 to B-5C
Performer: Little Horse LLC

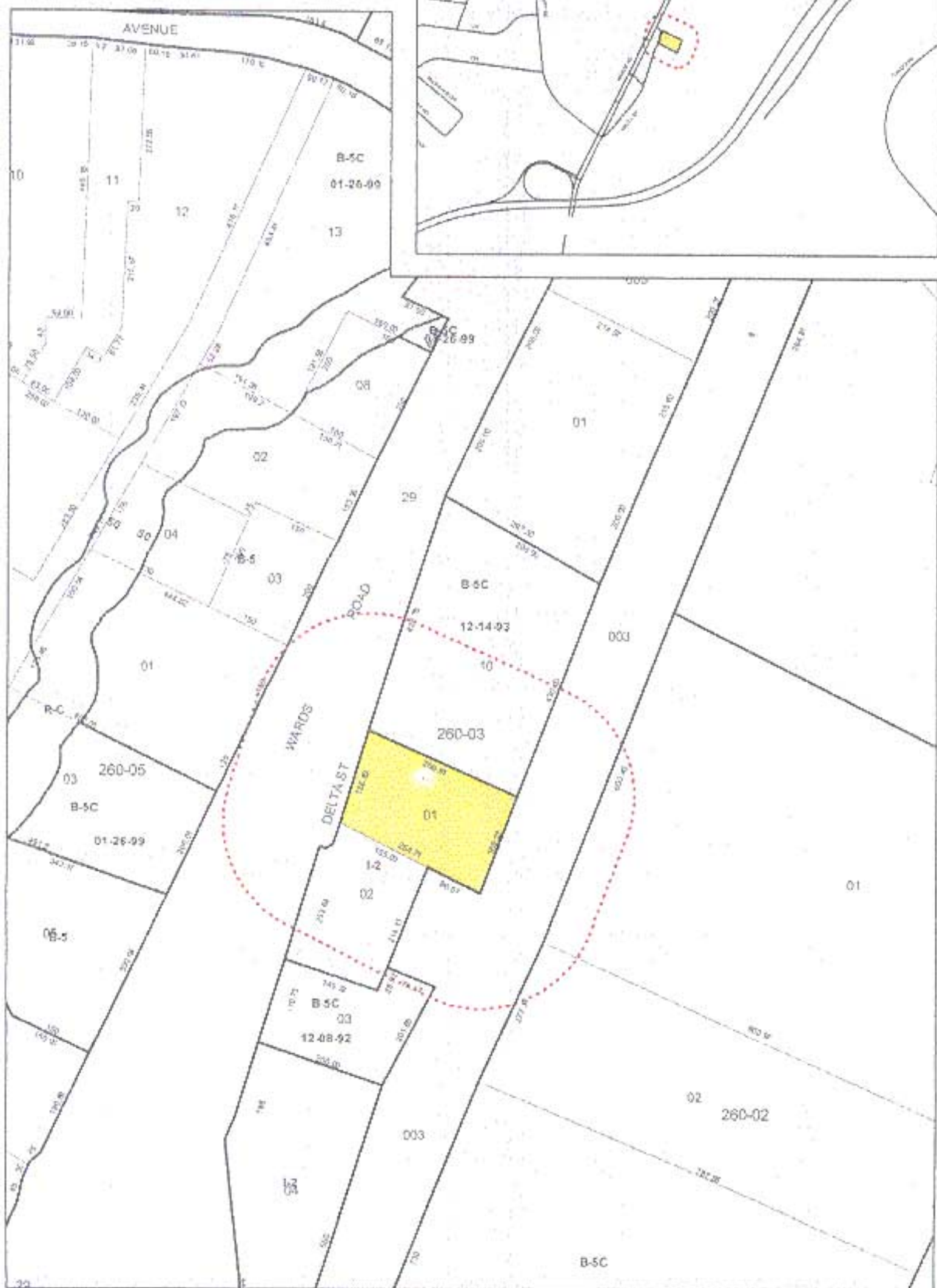
MAP PREPARED BY
THE DEPARTMENT OF COMMUNITY PLANNING & DEVELOPMENT

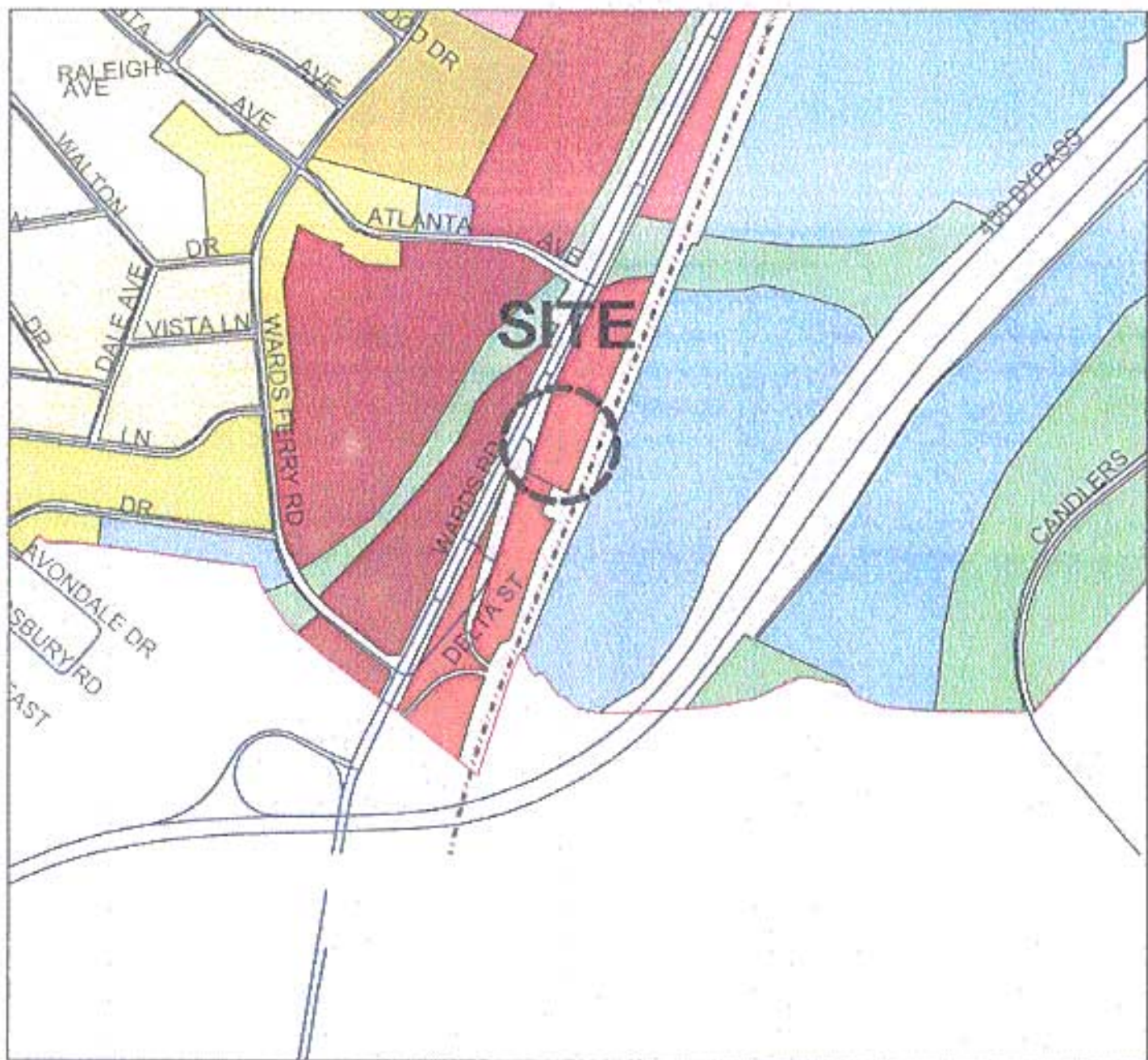


Subject Property



200 ft Radius





LITTLE HORSE LLC 109 DELTA STREET LAND USE PLAN

